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SUBJECT Roads and Bridges in the Sukhumi Area

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New Road Connecting the Caucasus and the Kuban

1. At the end of 1942 construction was begun on a road from the Caucasus to the Kuban, at a time when the Germans were still occupying the heights of the Caucasus. During this period the Russians brought many prisoners, chiefly from Georgia (Tiflis, Kutaisi, Batum), who began working hurriedly at the repair and construction of this road.

2. Crews of laborers, having been established at many points along the road, began their work simultaneously. The chief starting point was considered to be Antkiali (43°03'-41°20'E), about 39 kilometers from Sukhumi, since the road from Sukhumi to Antkiali could be used at the time when work was begun. This road was repaired immediately. It was widened at many points and paved with asphalt over its entire length. 25X1X

3.

4. Sukhumi-Antkiali Sector, total length 39 kilometers:

   a. Sukhumi-Merkheul (42°59'E-41°10'E), total length 17 kilometers: The road, although wide enough for two-lane traffic, has an asphalt surface only four meters in width. It was resurfaced during the war and is maintained in excellent condition. The asphalt surface is laid on a basis of dirt and tamped gravel.

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b. Sinopi (sic) Bridge (No. 2 on Sketch Map I): this is the first of three bridges found on the 17-kilometer stretch of road between Sukhumi and Merkhaul. The length of the bridge is eight meters, the width four meters. Its height above the surface of the water is four meters. The bridge is constructed entirely of concrete and supported on two concrete abutments. The sides are protected by railings about one meter high consisting of three iron rods supported by four cement posts. The roadbed is constructed of concrete supported on steel beams; it is surfaced with asphalt. The capacity of this bridge is not marked on it anywhere.

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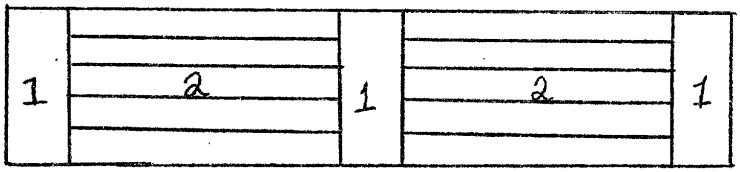
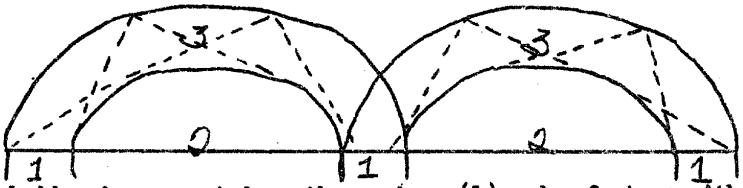
c. Kelasuri Bridge (No. 3 on Sketch Map I): This bridge crosses the river of the same name. Its length is 60-70 meters. The bridge is so narrow that traffic can pass in opposite directions only with difficulty. The height above the surface of the water is 10-15 meters. The bridge was originally constructed of stone and was later reinforced with concrete.





The bridge is supported on three piers (1) made of stone with a cement mortar. It has two steel trusses (3). During the war these were camouflaged. Green predominated among the colors of the camouflage. The floor of the bridge is supported on steel beams (2).

25X1

On the steel beams were placed planking and, on top of that, gravel with a topping of asphalt.

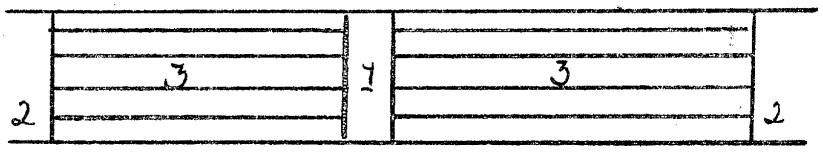
25X1

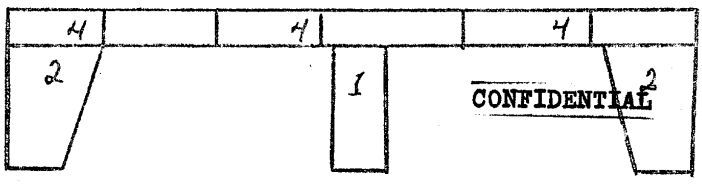
thickness of these layers. A sign placed at the Sukhumi end of the bridge sets a speed limit of 25 kilometers per hour. The sign at the Merkhaul end of the bridge limits speed to 20 kilometers per hour.

25X1

at the east end of the bridge there is a side road coming from the village of Kelasuri. The agriculture school, Subtropicheski Tekhnikum, is located about 200 meters north of the bridge on this side road; it is a three-story structure built on the right bank of the Kelasuri River.

d. Merkhaul Bridge (No. 5 on Sketch Map I):





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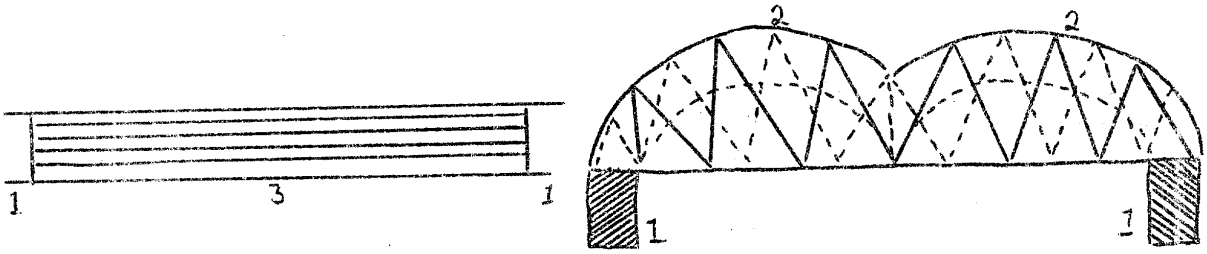
The Merkhaul bridge is located 17 kilometers from Sukhumi. It is 40-50 meters long. Two vehicles can pass only with difficulty. The bridge is eight to ten meters above the surface of the water. It is supported on two abutments constructed of stone with cement mortar (2). There is one center pier (1) made of concrete. The roadbed is constructed of steel beams (3), tree trunks, and planks, in that order. The planks form the surface of the bridge. [redacted] There is a railing about one meter high on each side of the bridge; the railings are made of wood with steel posts (4). There is no sign indicating the capacity of the bridge, and [redacted] it is very strong.

e. Upper Matzarka Bridge (No. 7 on Sketch Map I): This bridge, which crosses the Upper Matzarka River, is one kilometer north of the Merkhaul bridge. It is on the gravel road which leads from the village of Merkhaul to the village of Upper Matzarka; the length of this road is about 10 kilometers. The Upper Matzarka Bridge is 15-20 meters long and is about four meters wide. [redacted]

f. Bridge No. 6 on Sketch Map I: This bridge, which is of no great importance, is constructed entirely of wood. It is often destroyed by the flood waters of the Merkhaul River during the rainy season. When the bridge is destroyed, vehicles cross the river without great difficulty. [redacted]

g. Bridge No. 8 on Sketch Map I: This bridge is about one kilometer southeast of the village of Upper Matzarka and is of no great importance. [redacted]

h. Antkiali Bridge: This bridge is located in the center of the village of Antkiali.



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It is more than 70 meters long. It is wide enough for only one-lane traffic. It is supported on two abutments (1) constructed of stone with cement mortar and based on rock. The steel truss (2) rises from the floor of the bridge. The steel beams (3) support the floor of the bridge. On these steel beams there is planking, and on that is placed gravel with a topping of asphalt. 25X1 [redacted] the capacity of the bridge or the thickness of the roadbed. The bridge is 10-15 meters above the surface of the water. The river over which it crosses is always full of water. It is a tributary of the Kodor, into which it flows about two kilometers below this bridge, and is subject to sudden floods during the rainy season. There is no sign to indicate the capacity of the bridge or to limit the speed at which it may be crossed.

[redacted] 25X1

1. The asphalt surface of the road from Sukhumi to Amtkiali, a distance of 17 (sic) kilometers, is in excellent condition. 25X1A [redacted] Comment: In paragraph 4 above, this distance is stated to be 39 kilometers, which is more nearly correct.) It is a two-lane road with a width of four to six meters. There are ditches on each side of the road. From Amtkiali to Chepelda is 13 kilometers. Thus the total length of the road from Sukhumi to Chepelda is 30 kilometers (sic). The road from Amtkiali to Chepelda is surfaced with gravel and is in good condition; maintenance is continuous. In most places the soil below the road is rocky and firm. This stretch of the road is wide enough for two-lane traffic, except at certain points where, however, work of widening the road goes on from time to time. Along the entire length of this sector of the road there are spots where the surface is of asphalt, especially at the turns immediately north of the village of Olginskoye (43°02'8"N-41°14'0"E). Vehicles have no difficulty in going up this road from Kilometer four as far as the village of Chepelda, because the rise is gradual. From Chepelda to Amtkiali, a distance of nine kilometers, the road is surfaced with gravel and is in good condition. The road is maintained systematically by the organized villages of the region. The wages of the men who work on the road are paid by the kolkhoz. The width of the road is four to five meters, wide enough for two-lane traffic. The road is easily traversed even during the winter.

5. Amtkiali--Lata Sector, total length 22 kilometers:

a. There are only two bridges on this entire sector. They are constructed entirely of wood and cross small streams. [redacted] unable 25X1 to determine the exact location of these bridges. 25X1 [redacted] 25X1 [redacted] both of them were closer to the village of Lata than to Amtkiali and were not far apart. The length of each of the bridges 25X1 is five to eight meters. [redacted] any details regarding their construction.

b. Generally, the road has been surfaced with gravel and is ready to receive a topping of asphalt. An exception is a small stretch one to two kilometers north of the Amtkiali bridge, where it is already surfaced with asphalt. [redacted] 25X1

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c. The width of the road is four to six meters, including the shoulders on both sides, which are narrow. The clear width of the road is 3.5-4 meters. The road narrows at certain points because of the nature of the terrain, making it impossible for vehicles to pass. Along most of its length the road is wide enough for two-lane traffic.

d. [redacted] it was in excellent condition and the surface was completely smooth. Two to three kilometers from Amktiali the road rises gradually, and from that point to Lata it is level. No concentrations of machinery or the like were observed [redacted] road. 25X1 25X1

6. Lata-Chkalta (43°05'N-41°44'E) Sector, total length 19 kilometers:

a. There is only one bridge in this sector. It is two to three kilometers from the village of Chkalta. This bridge is five to six meters long and is constructed entirely of wood. Its roadbed, however, is covered with gravel. [redacted] any details regarding the construction of it. If the bridge is destroyed, its reconstruction will not be difficult, because the region is thickly wooded. 25X1

b. The road is in the same condition as the Amtkiali-Lata sector. The only difference is that this sector rises steadily throughout its length. At only one point is there a cliff at the side of the road, and at this point there are landslides from time to time. These block the road and are cleared away by conscripted labor of peasants taken from that region. Only this one point is muddy during the winter months. [redacted] this point was about halfway between Lata and Chkalta. 25X1

7. Chkalta-Azara Sector, total length 12 kilometers [redacted] 25X1

a. In this sector of the road there are only two bridges. One of these is at a distance of 300-400 meters from the village of Chkalta and was constructed long ago; it is 6-10 meters long and is wide enough only for one-lane traffic. This bridge is built entirely of steel, but the roadbed is made of planks. [redacted] 25X1 not know its capacity or any details regarding its construction. This bridge crosses a small river which is always full of water; the height of the floor of the bridge above the surface of the water is four to six meters. The other bridge is about two kilometers from the village of Azara. It is constructed entirely of wood. It consists of two sections, each five to six meters long, and is wide enough for only one-lane traffic. It was built in 1943-44 and is used only during the winter months; during the rest of the year vehicles can ford the stream, which has very little water in it.

b. This sector of the road is similar in construction and condition to the sector between Lata and Chkalta. It was built at the same time. There are only slight grades in this sector, and there are no cliffs overhanging any part of this sector. During the winter months there is no mud anywhere on this sector.

8. Azara-Kensvis Sector, total length six kilometers:

a. There is only one bridge in this sector; it lies 1,000-1,500 meters from Kensvis. This bridge is constructed of wood. It is about five meters long and wide enough for only one-lane traffic. The floor of the bridge is covered with gravel.

b. This road has a width of 3.5-6 meters. It is surfaced with well tamped gravel and is ready for a topping of asphalt. [redacted] any signs of preparation for surfacing with asphalt.

9. Kensvis--Belaya Budka Sector, total length 16 kilometers:

a. There is only one bridge, at the edge of the village of Kensvis. It is entirely of wood, six to seven meters long, and wide enough for only one-lane traffic. It is not considered important.

b. The entire road from Kensvis to Belaya Budka is surfaced with well tamped gravel. It is in the same condition as the sector between Azara and Kensvis. Construction of this road was completed in 1944. Two kilometers beyond the bridge there is a continuous rise with some easy curves.

10. [redacted]

Road from Sukhumi to Sukhumges

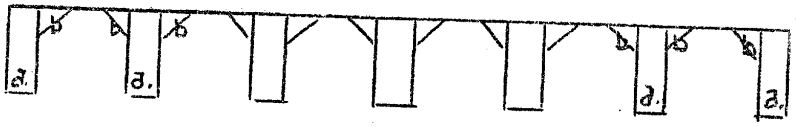
11. The total length of the road is either 29 kilometers or 32 kilometers, depending on which fork is taken.

12. Explanation of attached Sketch Map II:

No. 1 and No. 2 indicate four bridges a short distance from each other. They all cross the same stream and were constructed in 1947. They are built entirely of concrete and are very strong. Each of the bridges is four to five meters in length and four meters wide, wide enough for two-lane traffic. The height of each bridge above the surface of the water is about three meters. The bridges were built by German prisoners-of-war.

No. 3 is a bridge constructed entirely of wood. It is six to eight meters in length and four meters in width. It crosses a stream and is supported on two abutments made of stone. The floor of the bridge is made of planks. The bridge has a capacity of four to six tons. Vehicles of greater gross tonnage ford the stream at a point near the bridge. This bridge is located at Kilometer 7200 (sic).

No. 4 is a bridge located at Kilometer 12500 (sic).

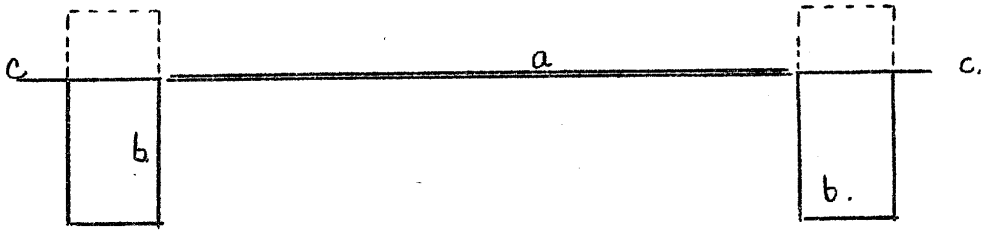


It crosses the Chumur, a tributary of the Gumista River. The bridge is more than 150 meters long. [redacted] its width. In June 1947, this bridge was being constructed of concrete with a steel frame-work (b). It was to be supported on 15 concrete piers (a).

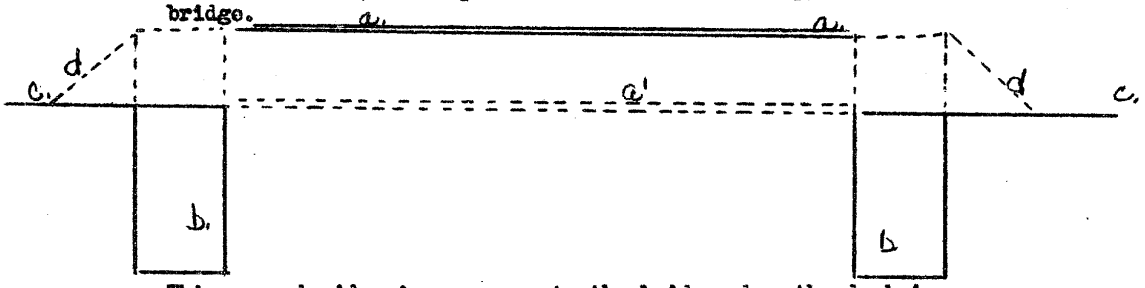
[redacted] on the bridge was being done by workmen taken from the construction work on the hydro-electric plant at Sukhumges. All of these

workmen were of Greek descent and were holders of Russian passports. Instead of inducting them into the army (they were of military age), the Russian authorities had assigned them to reconstruction projects.

No. 5 is the Chumur bridge, named for the stream which it crosses. The length of the bridge is 10-15 meters; it is wide enough for only one-lane traffic. This bridge is constructed entirely of wood, except for the two abutments on which it is supported. The abutments are made of wood but with a ballast of stone.



In the side view of this bridge (a) represents the plank floor of the bridge (it is movable); (b) represents the abutments, about six meters high, which are framed with timbers and ballasted with stone; and (c) represents the road at the approaches to the bridge.



This second side view represents the bridge when the deck is raised for high water. In this view, (a) is the movable suspended floor, which is constructed of planking and is raised by means of cables when the stream is in flood. (a') is the other position of the movable floor. It can be moved upwards as much as five meters. (b) represents the two abutments. (c) represents the road at the approaches to the bridge. (d) represents plank ramps used when the bridge floor is raised because of flood water. When the bridge floor is raised only slightly, vehicles can cross; but, when it is raised to its maximum elevation, it is used only by pedestrians. The importance of this bridge lies in the fact that it is used by the men who work in the B' Section of Sukhumges. They have to cross the river as they come from the barracks (No. 8) where they live to go to work on the construction of the underground aqueduct (No. 6) through which the water of the Chumur River is carried to Reper (sic).

13. The road from Sukhumi to Sukhumges can be measured in three ways:

a. First, if one follows the east fork of this road, i.e., from Sukhumi to Chumur, the length of the road is 29 kilometers. The entire length of this road is surfaced with gravel. Its average width is about five meters, although the gravel surface without the shoulders is 3.5-4 meters wide. The foundation of the road is rock; above that is gravel with a topping of fine crushed rock. Work on this road was begun at the same time that construction began on the hydro-electric station of Sukhumges. The road was completed in 1936. It was systematically maintained, and in 1947 it was in excellent condition.

b. Second, if one goes from Sukhumi via Akhalchin (sic) to Reper, the length of the road is 32 kilometers. This road is built exactly like the road to Chumur. It has some easy curves after it branches off towards Reper. This fork is at Kilometer 23 from Sukhumi.

c. Third, during the war, a short cut was needed to save time and a branch road (No. 12 on Sketch Map II) was built which begins at Kilometer 16. This branch road was finished in 1945. It is surfaced with gravel and is in excellent condition. This section of the road for the most part follows the Vukhreska River, which is on the west of the road. East of the road there are hills. The road is easily traversed, for most of it is level, and such grades as exist are gradual.

14. There is no bus service on the road from Sukhumi to Sukhumges. The road is used almost exclusively by the employees of the Sukhumges hydro-electric station, and they are transported in trucks which also carry machinery and foodstuffs from Sukhumi to Sukhumges.

15. The underground aqueduct (No. 6 on Sketch Map II) was constructed to carry the water of the Chumur River into the Vukhreska River and so to furnish water power for the hydro-electric station called Sukhumges. The capacity of this hydro-electric plant is enormous. [redacted] 25X1
25X1 know any details regarding the construction of this underground aqueduct, but [redacted] there was considerable fall from Chumur to Reper. During 1947, work inside and outside the aqueduct on the installations of the electric plant and building the dam and the artificial lakes continued both at Reper and at Chumur. [redacted] 25X1
[redacted] 25X1

16. Further explanation of Sketch Map II:

No. 7 is the first section of the hydro-electric station of Sukhumges. Here there are barracks for housing the workmen engaged in the construction of the hydro-electric station. The barracks also house the security and the MVD forces.

No. 8 is the second section of the hydro-electric station. Here, too, there are barracks used by the workmen. There are more workmen housed here than in the first section. Work done at the section is slight in comparison with that done at the Reper section (i.e., the first section). [redacted] 25X1

No. 9 is the third section. It consists of buildings used for recreation by the personnel of Sukhumges. Here there are workmen engaged in gardening; the produce is used to feed the workmen of Sukhumges.

No. 10 marks the area including all the sections included in Sukhumges.

No. 11 is a former monastery called Keman. It is now used as an old people's home. Until 1933 it was used to hold prisoners engaged in growing tobacco and in cutting timber.

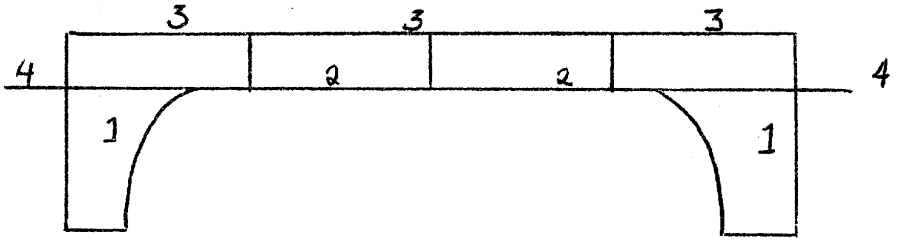
Road from Sukhumi to Mikha Tskhakaya
(42°16'N-42°03'E)

17. The total length of the road from Sukhumi to Mikha Tskhakaya is 146 kilometers. The road connects the Abkhazian ASSR and the Georgian SSR, which are divided by the Ingur River. This road is the principal artery of communication in the Caucasus. For ease in description, it

will be divided into four sections: Sukhumi--Ochemchiri (42°44'N-41°26'E) (total length 54 kilometers), Achemchiri--Gali (42°38'N-41°43'E) (total length 27 kilometers), Gali-Zugdidi (42°31'N-41°5'E) (total length 25 kilometers), and Zugdidi--Mikha Tskhakaya (total length 40 kilometers).

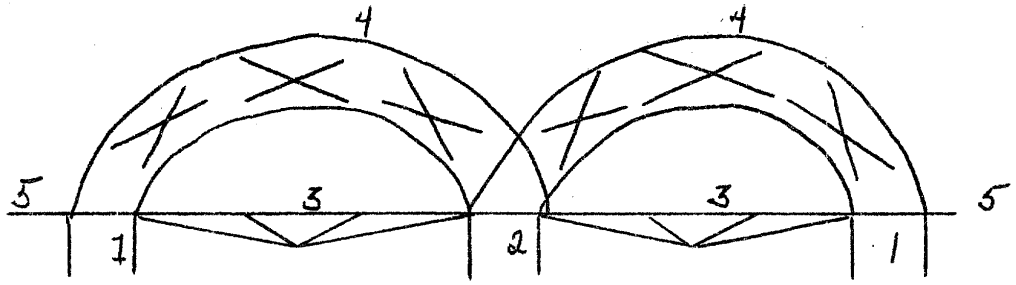
18. In the Sukhumi--Ochemchiri sector there are 18 bridges. Four of these bridges are large, and their construction will be described below. Of the remaining fourteen bridges, two are constructed of wood and the rest are of concrete. Most of the small bridges are not worthy of notice, since they cross only small brooks.

a. The Matzarka Bridge is shown in side view below.



The height of this bridge above the surface of the water is four to five meters; the length is about 15 meters. The roadway of the bridge is about three meters wide, which is insufficient for two-lane traffic, but there is a border (sic) 1.5 meters wide on each side of the roadway. The bridge crosses the Matzarka River in which there is always plenty of water. The bridge is supported on two abutments (1) of concrete; [redacted] remember their exact dimensions. The face of the abutments towards the river is curved. The roadbed (2) of the bridge is concrete with a topping of asphalt. The bridge has protective railings (3) which are made of steel rods. (4) represents the roadbed at the approaches to the bridge. This bridge was constructed before the war. It is very strong, and is in excellent condition (date of information-1947). If the bridge were destroyed, traffic could be diverted to a ford which is about 25 meters south of the bridge. The ford can be crossed easily during most of the year by American-made trucks. Russian-made trucks cannot easily ford the stream, because the carburetor is placed low in their motors. 25X1

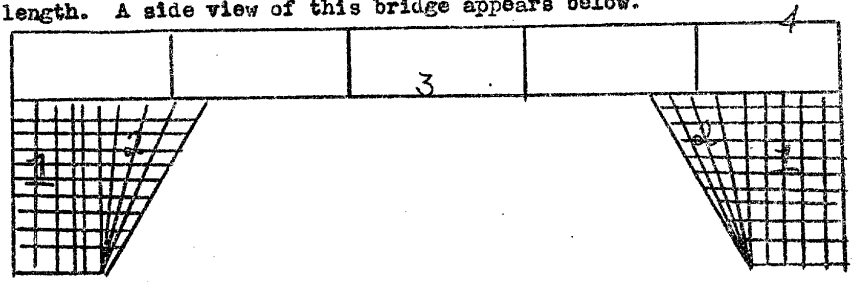
b. Kodor Bridge. This bridge is located at Kilometer 18 or 19. The bridge is about 70 meters in length, and is wide enough for only one-lane traffic. It is a steel bridge similar to the Kelasuri bridge, and its roadbed is about seven to eight meters above the surface of the water. In the side view shown below (1) represents the abutments made of stone with cement mortar. (2) is the middle pier of the same construction. (3) is the floor of the bridge. It is supported on steel beams and is made of planks. (4) represents the two steel trusses of the bridge. (5) is the roadway at the approaches to the bridge.



This bridge was built during the time of the Tsars, and has been maintained in excellent condition. [redacted] 25X1
capacity. If the bridge were destroyed, communications would be cut off, because nowhere in the vicinity of the Kodor Bridge is there any ford which can be negotiated by vehicles. The water of the Kodor River is deep [redacted] for 25X1
it receives the waters of several tributaries, the Chkalta, Gedivis, Azara, and other rivers.

c. Tamysh Bridge is located at Kilometer 40 on the road. The construction, length, and other specifications of this bridge are exactly similar to the Matzarka bridge, except that the Tamysh bridge is too narrow for two-lane traffic under any circumstances. The Tamysh Bridge was constructed in 1946 and replaced a previous bridge made of wood. The Tamysh River always has deep water, and there are no fords anywhere in the vicinity of the bridge.

d. Mokvi Bridge is located at Kilometer 49 or 50. This bridge crosses the Mokvi River, which is always full of water. [redacted] 25X1
know how deep the river is. About 150 meters south of the bridge there is a ford used by wagons and automobiles. The bridge consists of two parts, because a little above the bridge the river divides into two branches. Each section of the bridge is constructed in the same style, and they differ only a little in length. A side view of this bridge appears below.



The Mokvi Bridge is supported on two abutments (1), the framework of which consists of tree trunks. This framework is filled with rock ballast. (2) represents diagonal supports which protect the abutments from the washing of the river. These diagonal supports are also of wood. (3) is the flooring of the bridge, which consists of planks supported on tree trunks. (4) represents wooden railings on each side of the bridge. The bridge is 10-12 meters long and is wide enough for only one-lane traffic. The height of the bridge above the surface of the water is three to five meters.

e. All the fourteen small bridges between Sukhumi and Ochemchiri are between three and six meters in length. Some are wide enough for two-lane traffic, but others are too narrow. All of them cross rivulets and are of no importance.

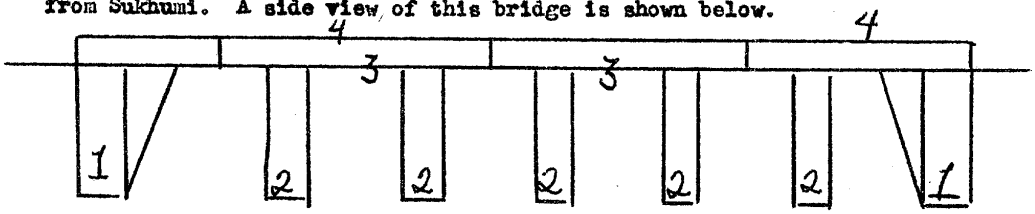
f. The entire length (54 kilometers) of the road between Sukhumi and Ochemchiri is surfaced with asphalt. The road and its asphalt surface are more than 10 years old. The width of the road is four to six meters, and the width of the asphalt surface is 3.5-4 meters. In 1947, the entire length of the road was in excellent condition. The whole road is level and without any significant grades. There are dirt footpaths on either side of the road, and beyond these are ditches.

g. There are towns and villages all along this road. Most of the inhabitants are Abkhazi or Georgians; [redacted] (in Guloripsh, Dranda, and Ochemchiri). The inhabitants are nearly all farmers, and there are many sovkhozes.

h. In 1947, public works were being constructed by German prisoners-of-war and by Russian soldiers and engineers in the vicinity of Agntsera and Kelasuri. Most of the movement of material in this vicinity was by railroad, e.g., transportation of cement, lumber, machinery. [redacted] the quantity of material being transported or the kind of machinery.

19. The road from Ochemchiri to Gali has a total length of 27 kilometers. In this stretch of road there are three large bridges, as follows:

a. Ochemchiri Bridge (Galidzga River). This bridge is 56 kilometers from Sukhumi. A side view of this bridge is shown below.



The Ochemchiri Bridge is about 60 meters long and 3-3.5 meters wide. The height of the bridge above the surface of the water is five meters. The abutments (1) are made of wood. The piers (2) are made of tree trunks. The framework of the roadway is of wood, and the floor (3) of the bridge consists of planks. The railings (4) of the bridge are made of wood. The bridge is not very strong and two-lane traffic is forbidden, although the bridge is wide enough to accommodate passing cars. The river is not deep except in winter, when the flood waters often destroy the bridge at this point. About 100 meters north of the bridge there is a ford used by vehicles in the summer months.

b. Okumi Bridge is 70 kilometers from Sukhumi. This bridge crosses the Okumi River. It is built entirely of wood. It is 60-70 meters long but wide enough for only one-lane traffic. It is constructed just like the Ochemchiri bridge. There is a sign at the approach to the Okumi Bridge which states that the maximum capacity is 12 tons. About 200 meters north of this bridge there is a ford negotiable by vehicles. The river-bed at this ford is sandy. [redacted] an eight-ton loaded truck crossing [redacted]

c. Erichkali Bridge is 79 or 80 kilometers from Sukhumi. It is located about two kilometers west of Gali and crosses the small Erichkali River. On each side of the roadway of the bridge there are sidewalks about 1.5 m. wide. The bridge does not have safety railings. The bridge is about 12 meters long and is wide enough for two-lane traffic. There is no sign indicating the capacity [redacted]

d. The road from Ochemchiri to Gali is surfaced with asphalt, and in 1947 it was in excellent condition. The construction of the road and the width are just like those of the section from Sukhumi to Ochemchiri, with the exception that from Ochemchiri

to Gali there is a gentle rise. There are not many inhabited places along this section of the road. At Kilometer 66 from Sukhumi there is a tea factory and near this there is a sovkhoz where tea is grown.

20. The road from Gali to Zugdidi has a total length of 25 kilometers. Along this entire section of the road there is only one bridge worth mentioning, that over the Ingur River. Besides this bridge there are smaller bridges wide enough for only one-lane traffic and about five meters long on the average. All of these small bridges are made of wood, except two which are constructed of concrete. These bridges cross rivulets, but two or three of them have some significance because their destruction would interrupt road communications.

a. Ingur Bridge. Until the beginning of 1946, this bridge was built of wood with concrete piers. At this time the piers failed, and the Russians were compelled to remove them and to replace the bridge with a ferry. [redacted] work had begun at the same place on the construction of a new bridge. The work at that time was confined to the foundations of the piers. The bed of the river is sandy, and the foundations of the piers have to go down to a depth of 20 meters. The new bridge will be made entirely of steel. It will be more than 150 meters long, because the river is wide, [redacted] how deep the river is, although it is evidently quite deep. Because the current is strong, there are no fords, not even at the season when the water of the river is low. This difficulty is increased by the fact that one bank of the river is very steep. The wooden bridge that was removed was hastily constructed during the war [redacted]

25X1 25X1 25X1

b. The road from Gali to Zugdidi is surfaced with asphalt. [redacted] how it was constructed beneath the surface. It is wide enough for two-lane traffic, and in some places for three-lane traffic. There are streams on both sides of the road, which is at least four meters wide. The surface of the road is smooth and in excellent condition. There were no dangerous points anywhere along this road. There are inhabited places all along this road.

25X1 25X1

21. The section of the road from Zugdidi to Mikha Tskhakaya has a total length of 40 kilometers. There are two noteworthy bridges in this section, but there are not more than two to four small bridges, all made of concrete, in this section of the road.

a. Bridge seven to eight kilometers south of the city of Zugdidi: This bridge is made of steel and is supported on abutments of stone. The framework of the roadbed of the bridge is of steel, and the floor is of planks. There are iron railings at the sides of the bridge. The bridge is about eight meters long, and it is wide enough for only one-lane traffic. [redacted]

25X1

b. Khobi Bridge crosses the Khobi River. The bridge is constructed entirely of concrete. Even the roadbed of the bridge is made of concrete. The bridge is about 10 meters long and is wide enough for two-lane traffic, except that two trucks have difficulty in passing. The current is not very strong where the river passes the bridge, but the water is deep. [redacted]

25X1

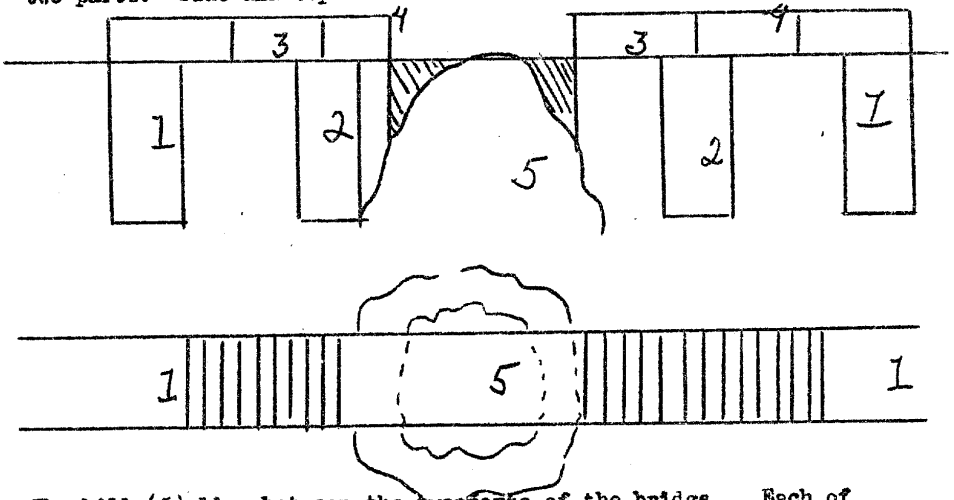
c. The road from Zugdidi to Mikha Tskhakaya is surfaced with asphalt. The road is smooth and in excellent condition.

Road from Sukhumi to Gagri
(43°20'N-40°15'E)

22. The total length of the road from Sukhumi to Gagri is 106 kilometers. It may be considered in four sections: Sukhumi-Novi Afonski (43°05'N-40°50'E) (20 kilometers); Novi Afonski-Gudauty (43°06'N-40°36'E) (25 kilometers); Bzyb-Gagri (15 kilometers).

23. The road from Sukhumi to Gagri has five or six large bridges. Of the other 10 small bridges, the majority cross rivulets; the largest of these are the Novi Afonski bridge and another (of steel) situated at Kilometer 14.

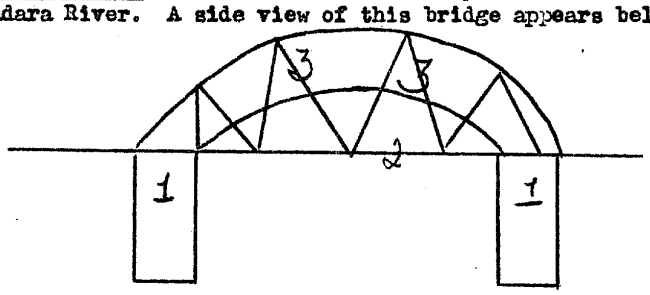
a. The Gumista Bridge is located at Kilometer 8. It consists of two parts. Side and top views of this bridge are shown below.



The hill (5) lies between the two parts of the bridge. Each of the two parts is supported on two abutments (1) and on one pier (2), all constructed of stone with cement mortar. The framework of the bridge is made of steel beams, and the floor (3) of the bridge is of planks. The sides (4) of the bridge are protected by steel railings. The total length of the bridge, including the top of the hill in the center, is 50-55 meters. The combined length of the two sections of the bridge, not including the top of the hill, is 40-45 meters. The bridge is wide enough for only one-lane traffic. It was constructed long ago but is in excellent condition. Its height above the surface of the river is 10-15 meters. A few meters south of this bridge there is a ford which can be negotiated by vehicles during the summer months. The bed of the river at the point where the ford is situated is sandy. This bridge is about one kilometer distant from the seashore.

b. Novi Afonski Bridge is situated at Kilometer 20 and is in the town of Novi Afonski. It is seven to eight kilometers long. It is wide enough for only one-lane traffic. It is supported on two stone abutments. The framework of the bridge is made of steel, and its roadway is surfaced with asphalt. There is no sign stating its capacity. The distance of this bridge from the seashore is about 150 meters. The height of the bridge above the surface of the water is about three meters.

c. Achyandara Bridge is located at Kilometer 38. It crosses the Achyandara River. A side view of this bridge appears below.



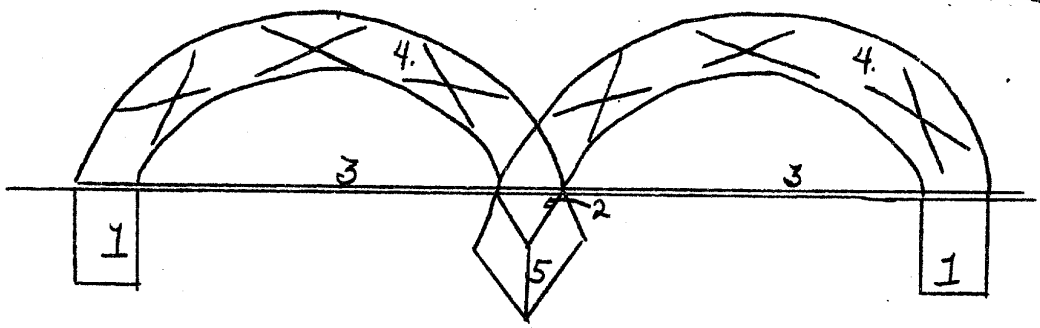
The bridge is supported on two abutments (1) made of concrete. The whole bridge is made of steel (3). The roadway (2) consists of steel beams and is surfaced with asphalt. The bridge is about 15 meters long and is wide enough for only one-lane traffic. The height above the surface of the water is four to five meters.
25X1 [redacted] any fords in the vicinity of this bridge. The river has plenty of water throughout the year. The bridge is very old, but it is in excellent condition.

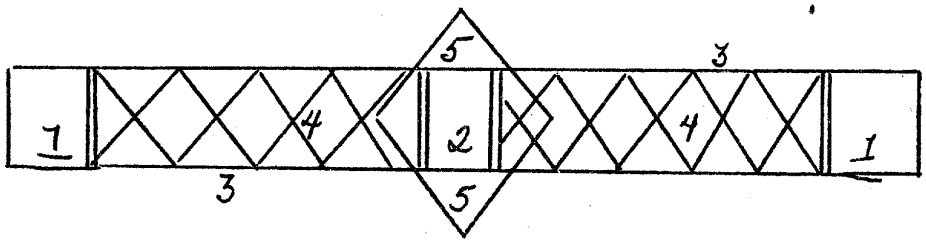
d. Gudauty Bridge lies at the eastern edge of the town of Gudauty. The construction of the bridge is just like that of the Achyandara bridge, except that the roadway consists of planking. The Gudauty bridge is 10-12 meters in length and is wide enough for only one-lane traffic. There is not much water in this river. [redacted] 25X1
25X1 [redacted] any fords in the vicinity of the bridge. The railroad track is about 200 meters north of this bridge, which is about 100 meters from the coast.

e. Rechka Bridge is 53 kilometers from Sukhumi. It crosses the Rechka River and is eight kilometers west of the Gudauty Bridge. The length of this bridge is about 20 meters; it is wide enough for only one-lane traffic. The height above the surface of the water is five to six meters. The abutments are made of timber with a ballast of rock. The roadway is made of tree trunks with a surface of planking. The railings are made of wood. The river is wide but does not have much water in it. North and south of the bridge the river can be forded during the summer months. There is no sign stating the capacity of the bridge. The roadway and the supports of the bridge receive regular maintenance. The seashore is a considerable distance from the bridge and cannot be seen from it.

f. Chernaya Rechka Bridge is 58 kilometers from Sukhumi. It crosses the Chernaya Rechka River. The bridge is built of wood and is supported on two abutments. It is about 10 meters long and is wide enough for only one-lane traffic, i.e., 3-3.5 meters wide. Its height above the surface of the water is 3-3.5 meters. The river flows slowly at this point, but the water is deep and is
25X1 rich in fish. [redacted] any fords in the vicinity of the bridge. The sea is at a considerable distance from the bridge and cannot be seen from it.

g. Bzyb Bridge is 91 kilometers from Sukhumi. It crosses the Bzyb River which is wide and deep. The banks of the river near the
25X1 [redacted]





The length of this bridge is 38-40 meters. It is wide enough for two-lane traffic with a sidewalk five meters (sic) wide. The framework of the bridge is steel. The roadway is made of planking with a topping of asphalt (3). The bridge is supported on two abutments (1) made of concrete and on one central pier (2) which is set on a diamond-shaped base of concrete (5). The bridge has two trusses (4). The bridge is very old, but its floor was replaced in 1945-46. In the winter months, the Bzyb River has a very strong current and carries down huge rocks. These can be seen during the summer, when the river is shallow.

h. From Sukhumi to Gagri the road is surfaced with asphalt 3.5-4 meters wide, wide enough for two-lane traffic. It is maintained in excellent condition. There are two danger points in this stretch of road. The first is between Kilometers 11 and 14. After the road crosses the Gumista Bridge it turns to the south, i.e., towards the sea, for three kilometers because the ground gives way. There is no flowing water visible to wash away the earth, but it appears that underground streams cause the ground to give way. The road is temporarily strengthened with logs to enable vehicles to pass over it, but each time it is finally abandoned and completely rebuilt in a new place. The ground does not give way at any one time of the year, but continuously and gradually. For this reason, a new road has been built from Sukhumi to Novi Afonski which passes north of the foot of the mountain. The second danger point is between the Chernaya Rechka Bridge and the Bzyb Bridge where there are a steep grade and many curves.

New Road from Sukhumi to Novi Afonski

24. The new road from Sukhumi to Novi Afonski, built for the reason stated in paragraph 23 h. above, is longer than 20 kilometers (the length of

[redacted] 25X1

time, the road was being surfaced with asphalt. It was wide enough for two-lane traffic, and there was a ditch on each side of it. The new bridge over the Gumista River had also been built in 1945.

Busses Running from Sukhumi

25. There are three bus lines running out of Sukhumi.

a. There is a bus line from Sukhumi to Gagri. The distance of 106 kilometers is covered in four to five hours. There are stops at Novi Afonski, Gudauty, Muzin, and Gagri. [redacted] 25X1 how many busses are used and does not know how often they run.

b. The second bus line is from Sukhumi to Ochemchiri. The distance of 54 kilometers is covered in 2½ to 3 hours. Stops are made at Matsyanka, Guliripsh, Dranda, Kodor, Tatsya, Kidri, Tamysh, and Ochemchiri.

c. The third line runs from Sukhumi to Chepelda. The distance is covered in about two hours. There are stops at Matsarka, Merkhaul, Olginskoye, and Chepelda.

d. Russian ZIS busses and various types of German busses are used on these lines. Most of them have old bodies with canvas tops, whereas the busses used within the city of Sukhumi have comparatively new bodies and are in good condition.

Explanation of Attached Sketch Map III

26. This sketch map includes the section of the highway from Sukhumi to Gagri, [redacted] 25X1 and which has been described above (paragraphs 22-23). It gives the position of the principal bridges on this road. [redacted] 25X1 with the railroad in this region. This map also shows the new road, completed in 1948, which runs from Sukhumi to Novi Afonski along the foot of the mountain. It also shows the section of the old road between Kilometers 11 and 14 which has repeatedly been moved towards the south, i.e., towards the sea. The map also gives the section of the road between the Bzyb Bridge and Bridge No. 16 on the way to Lake Ritsa. [redacted] 25X1 [redacted] 25X1 The following points are marked on the sketch map:

No. 1 is the city of Sukhumi.

No. 2 is the railroad tunnel, which is about 1,500-2,000 meters long.

No. 3 is the Gumista Bridge.

No. 4 is the Novi Afonski Bridge.

No. 5 is the Achyandara Bridge.

No. 6 is the Gudauty Bridge.

No. 7 is the Belaya Rechka Bridge.

No. 8 is the Chyernaya Rechka Bridge.

No. 9 is the Bzyb River Bridge.

No. 10 is the village of Gagri.

No. 11 is the lighthouse of the town of Pichuda. [redacted] 25X1 that Pichuda was used as a naval harbor during the war.

No. 12 is the lighthouse at Gudauty.

No. 13 is the lighthouse at Novi Afonski.

No. 14 is the lighthouse at Sukhumi.

No. 15 is the bridge over the Gumista River (No. 4 on Sketch Plan II). It is on the road from Sukhumi to Sukhumges.

No. 16 is the concrete bridge over the Bzyb River. It is about 15-20 meters long and wide enough for two-lane traffic. 25X1

The road leading from the Bzyb Bridge towards Lake Ritsa is surfaced with asphalt, is wide enough for two-lane traffic, and is in excellent condition. From the Bzyb Bridge to about Kilometer 18 there is no other bridge. The Bzyb Bridge is the first bridge on the road to Lake Ritsa.

Three sketch maps attached.